

**WELCOME!**



***Caltrans***<sup>®</sup>

District 7 - Los Angeles

**CALTRANS & CITY OF INGLEWOOD COLLABORATION MEETING**

**INGLEWOOD TRANSIT CONNECTOR PROJECT  
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER**

January 29, 2019

# Agenda



1. **Welcome & Introductions**
2. **Vision for City of Inglewood**
3. **Transportation Planning Work Underway**
4. **Inglewood Transit Connector Project**
  - **Transportation Connectivity Needs**
  - **Anticipated Inglewood Transit Connector Project Benefits**
  - **Next Steps on Inglewood Transit Connector**
5. **Inglewood Basketball & Entertainment Center**
  - **Project Elements**
  - **Proposed Study Area**
  - **Caltrans Thresholds of Significance**
6. **Adjourn**



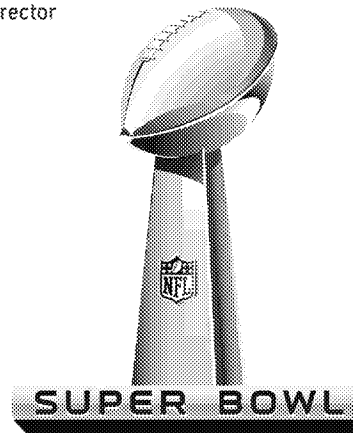
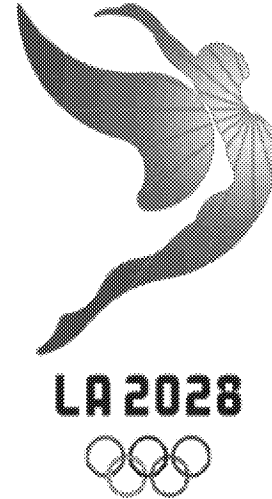
# Vision for City of Inglewood: World Class Sports and Entertainment Center



# Vision: World Class Sports and Entertainment Center



- NFL stadium | Fall 2020
- Super Bowl LVI | Winter 2022
- Youth Orchestra of Los Angeles | LA Phil
- Los Angeles Clippers | Fall 2024
- Olympic Ceremonies | Summer 2028





Inglewood Mobility Plan



Inglewood Transit Connector

# City's Transportation Planning Work Underway



Transportation Management & Operations Plan for Sports & Entertainment District



Neighborhood Protection Plan

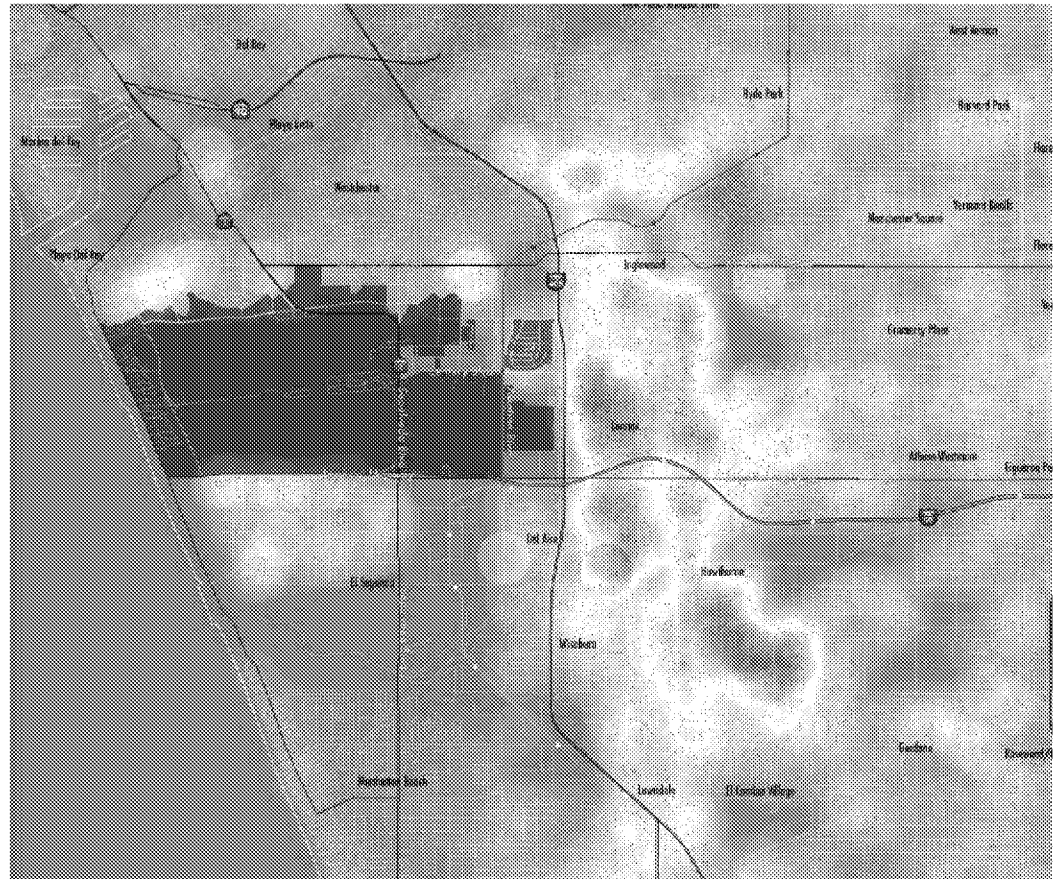


# Work Underway: Forging Transportation Partnerships



**City is collaborating with local jurisdictions and agencies on numerous transportation improvement projects:**

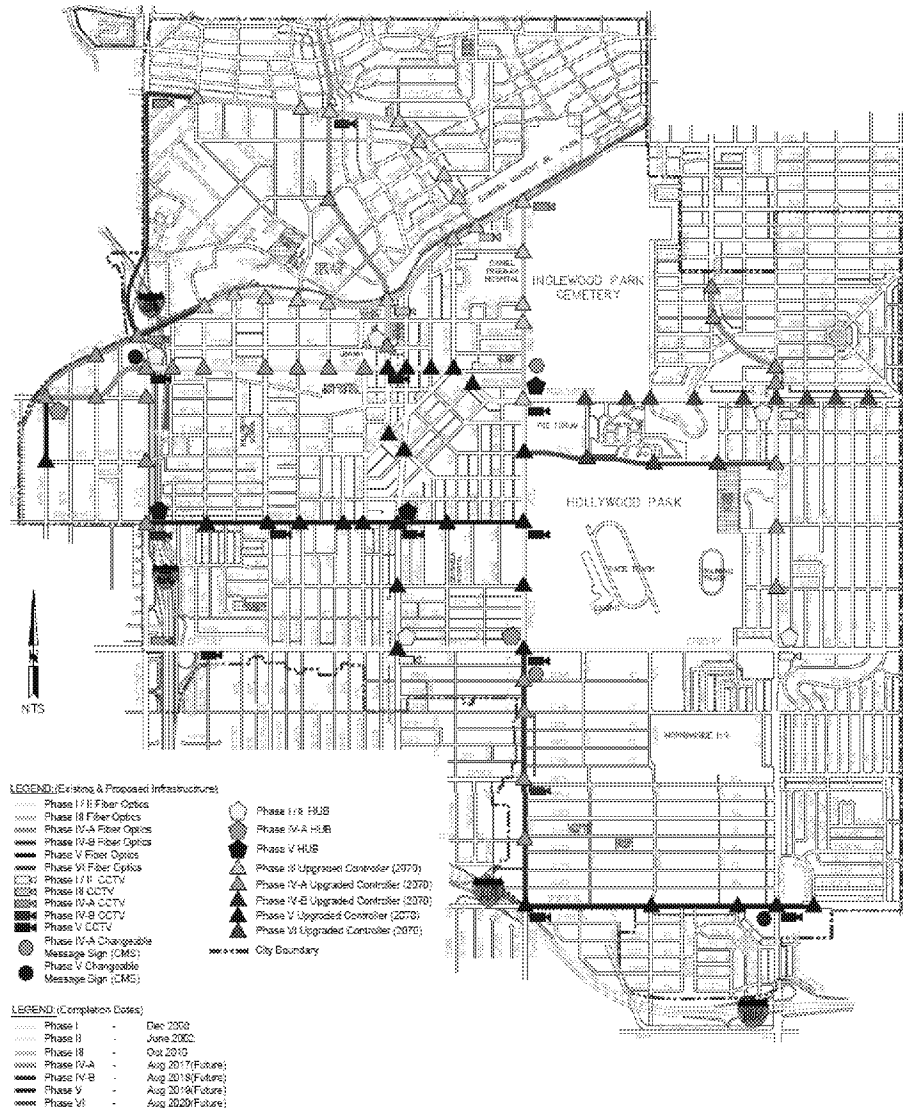
- Inglewood Mobility Plan with SCAG and Metro
- Inglewood LAX Employee Rideshare Program
- Intelligent Transportation System improvements integrated with City of LA, Culver City, LAWA and County of LA
- Coordination with Caltrans and LAWA on proposed freeway improvements
- Coordination with South Bay COG on numerous projects



*35% of LAX employees live within 5 miles, in Inglewood, Hawthorne, Lennox*



# Work Underway: Intelligent Transportation System (ITS)



ITS is the application of sensing, analysis, control and communication technologies to increase the effective capacity of existing transportation systems and services

- Traffic signal upgrades
- Ramp metering
- Driver information system Local arterial changeable message signs
- Vehicle detection systems
- Dynamic tolling
- Variable speed control

# Work Underway: Local Streets & Roads Projects



**SB 1 dedicated approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects.**

**With State support, the City of Inglewood has implemented three SB 1 projects:**

- 1. Centinela Avenue and N. La Brea Improvements:** Street resurfacing, curb, gutter and sidewalk repairs, and curb ramp construction
- 2. South Prairie Improvement Project:** 1 mile of street resurfacing, curb, gutter and sidewalk repairs, and curb ramp construction
- 3. Imperial Highway Improvement Project:** Construction of 1.5 miles of street resurfacing, curb, gutter and sidewalk repairs, curb ramp construction, traffic and pedestrian safety improvements



# Work Underway: Century Blvd Improvement Project



The project will reduce congestion, improve safety and drainage, improve pedestrian connectivity and enhance streetscapes for 3.1 miles of Century Blvd



**Century Blvd at 3rd Ave – Looking West**

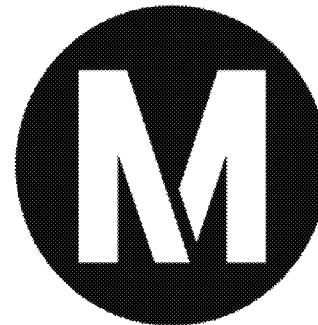


**Century Blvd at Prairie Ave – Looking West**

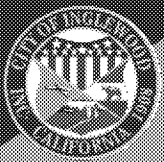


## Metro (LACMTA) Chairmanship

- Mayor Butts assumes Chairmanship July 1, 2019
- Measure M Projects
- Job Creation
- Crenshaw/LAX Completion & Milestones
- Joint Development Opportunities
- Local/District Improvements
- Shared Priorities
- Open Discussion



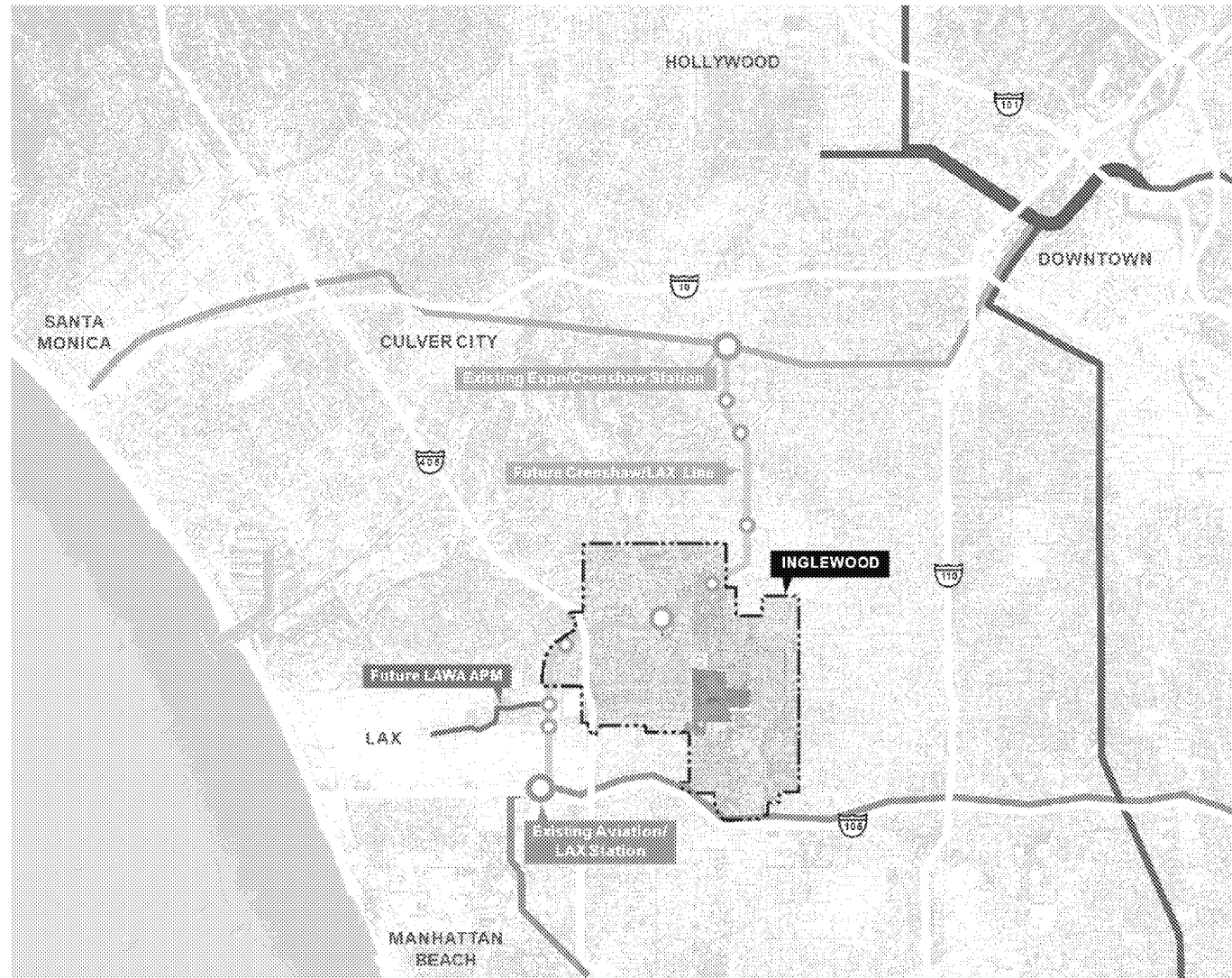
**Metro**<sup>TM</sup>



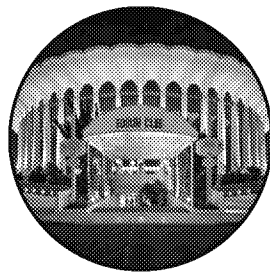
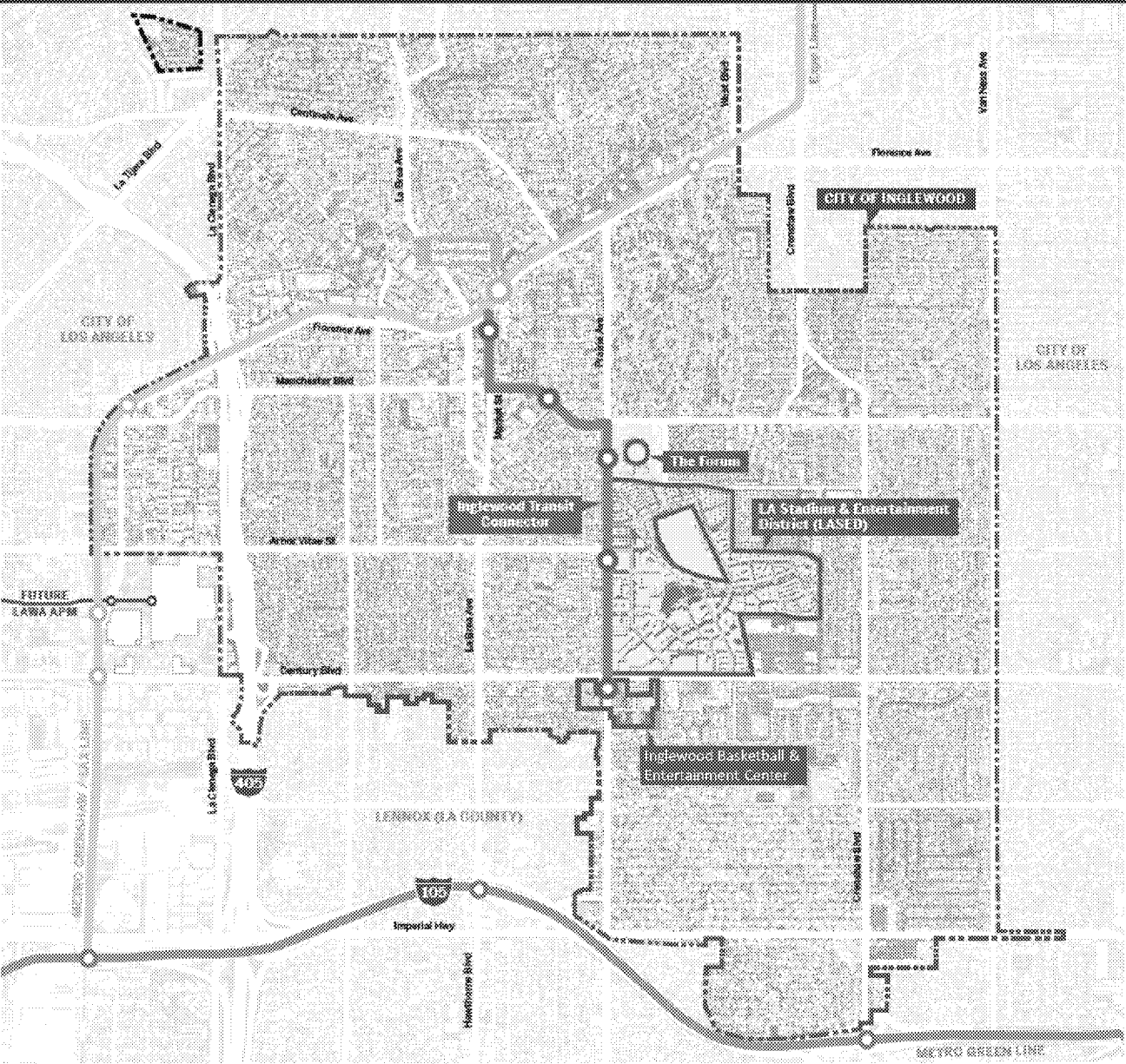
# Needs: Improved Regional Mobility

## The City must:

- Link rail to major destinations
- Make robust multi-modal connections to regional transportation system
- Complete transit network to activity centers
- Work with Metro to fund the Centinela Grade Separation Project



# Critical Solution: Direct Transit Connection to City Destination Centers



The Forum



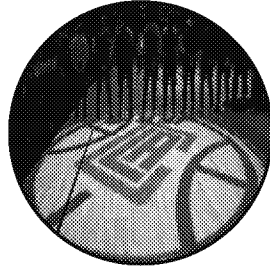
YOLA



Market Street



LASED



IBEC



Seattle



Minneapolis



San Francisco



Los Angeles

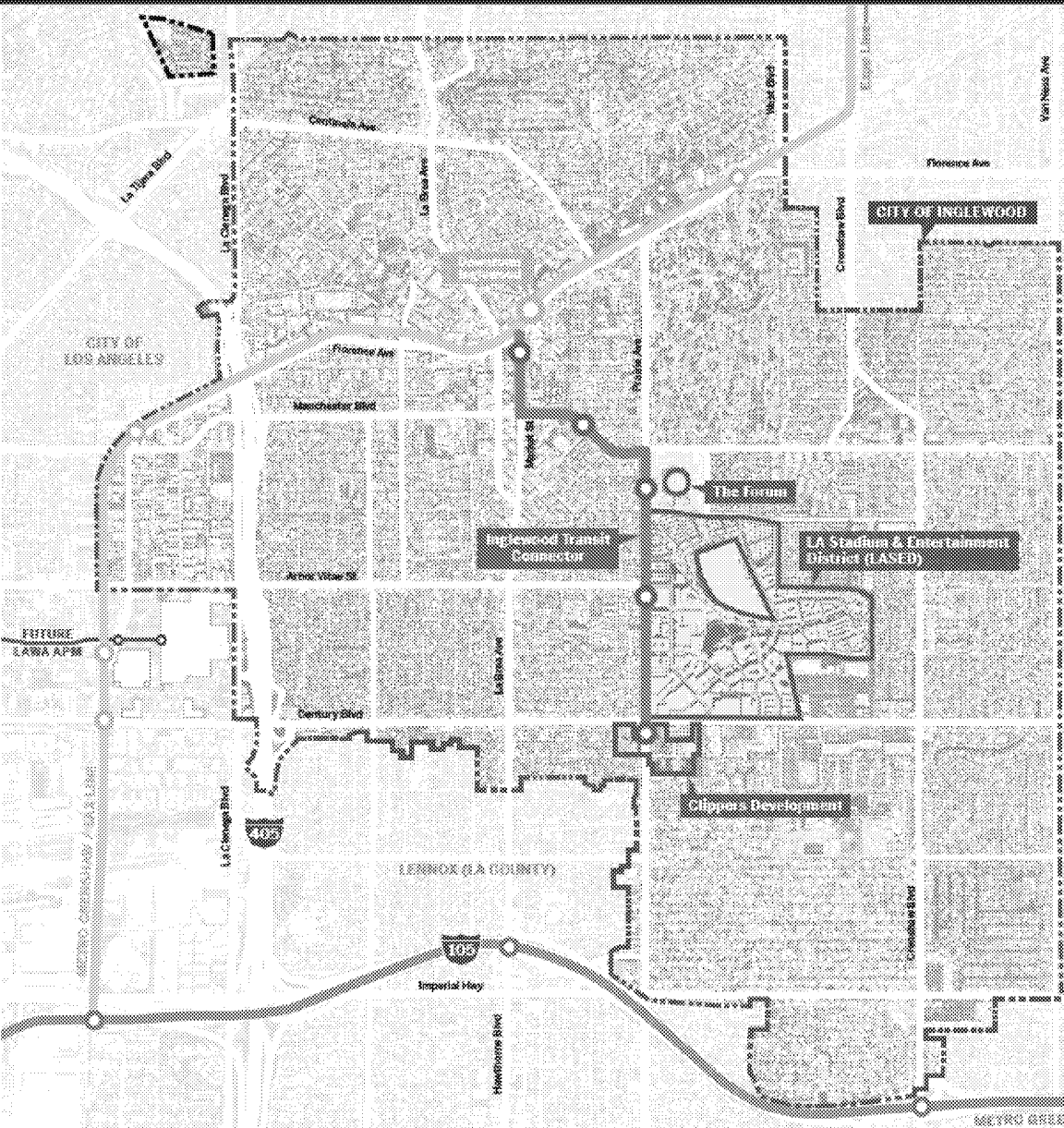


Paris

London



# Needs: Inglewood Transit Connector Project



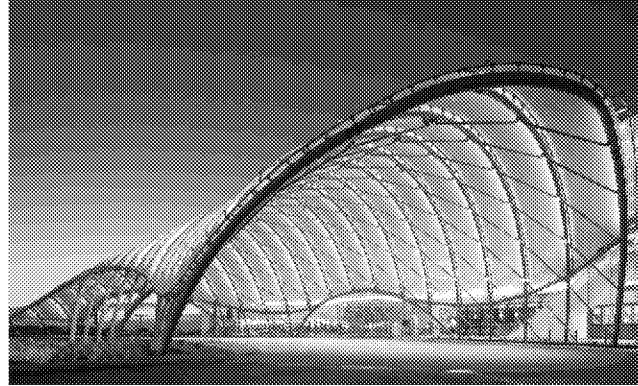
## Project Characteristics:

- 1.8 mile length system
- 5 stations with connections to:
  - Metro Crenshaw/LAX Line
  - Downtown Inglewood
  - The Forum
  - Hollywood Park
  - Proposed Basketball Arena
- Proposed Maintenance and Storage Facility along Manchester Blvd
- Transit system to accommodate 9,500 passengers per hour at peak hours
- Preliminary ROM Costs: \$1.1billion
  - Operating System: 260M
  - Capital Facilities: 505M
  - Contingency/Soft Costs: 340M
  - Land Acquisition: 100M
  - Annual O&M: 18-20M

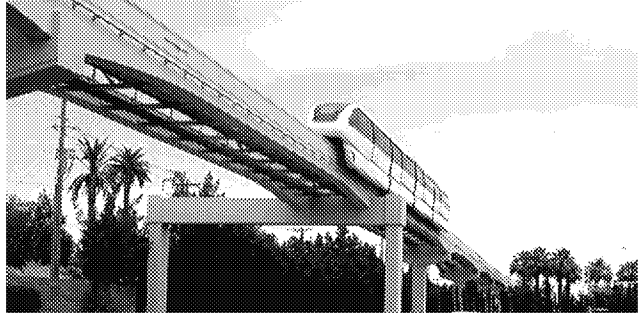
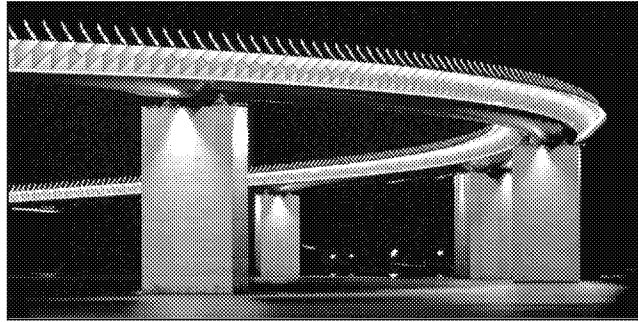
# Inglewood Transit Connector Project: Site Plan



*Additional design refinement currently underway*



Canopy Example



Guideway Examples



# Illustrative Rendering of Inglewood Transit Connector



*Market Street / Florence Avenue Intersection*

# Illustrative Rendering of Inglewood Transit Connector



*Prairie Avenue near Manchester Boulevard*

# Inglewood Transit Connector: Project Schedule



Project Element	2018	2019	2020	2021	2022	2023	2024	2025	2026
Outreach & Coordination	[Shaded bar spanning all years from 2018 to 2026]								
Environmental Process	[Shaded bar spanning 2018 and 2019]								
Notice of Preparation	[Shaded bar in 2018]								
Draft Environmental Impact Report (EIR)	[Shaded bar spanning 2018 and 2019]								
Final Environmental Impact Report (EIR)		[Shaded bar in 2019]							
Prepare Procurement Documents		[Shaded bar in 2019]							
Complete Procurement Process			[Shaded bar spanning 2020 and 2021]						
Contractor NTP / Project Design					[Shaded bar spanning 2022 and 2023]				
Land Acquisition			[Shaded bar spanning 2020, 2021, and 2022]						
Construction					[Shaded bar spanning 2022, 2023, 2024, 2025, and 2026]				
Project Operational									[Shaded bar in 2026]

# Estimated Greenhouse Emissions Reductions from ITC Ridership



## Anticipated annual number of transit riders for

- Events: 1,025,908 riders
- Non-Events: 1,552,212 riders
- Annual Total Ridership: 2,578,120

*Ridership is anticipated to be higher than Metro Green Line and Metro Gold Line per mile.*

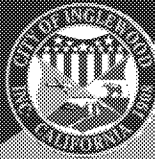
Preliminary analysis shows Vehicle Miles Traveled (VMT) will be reduced for LASED, the Forum and Inglewood Basketball and Entertainment Center events

Emission Source	Annual GHG Emission Reduction (MTCO <sub>2</sub> e)
Non-event traffic	3,344.5
Event related traffic	2,965.1
Total	6,309.6

## Preliminary estimates demonstrate GHG reductions as great as

- 6,897,818 pounds of coal burned
- 14,608 barrels or 613,536 gallons of oil consumed

# Inglewood Basketball & Entertainment Center: Project Location

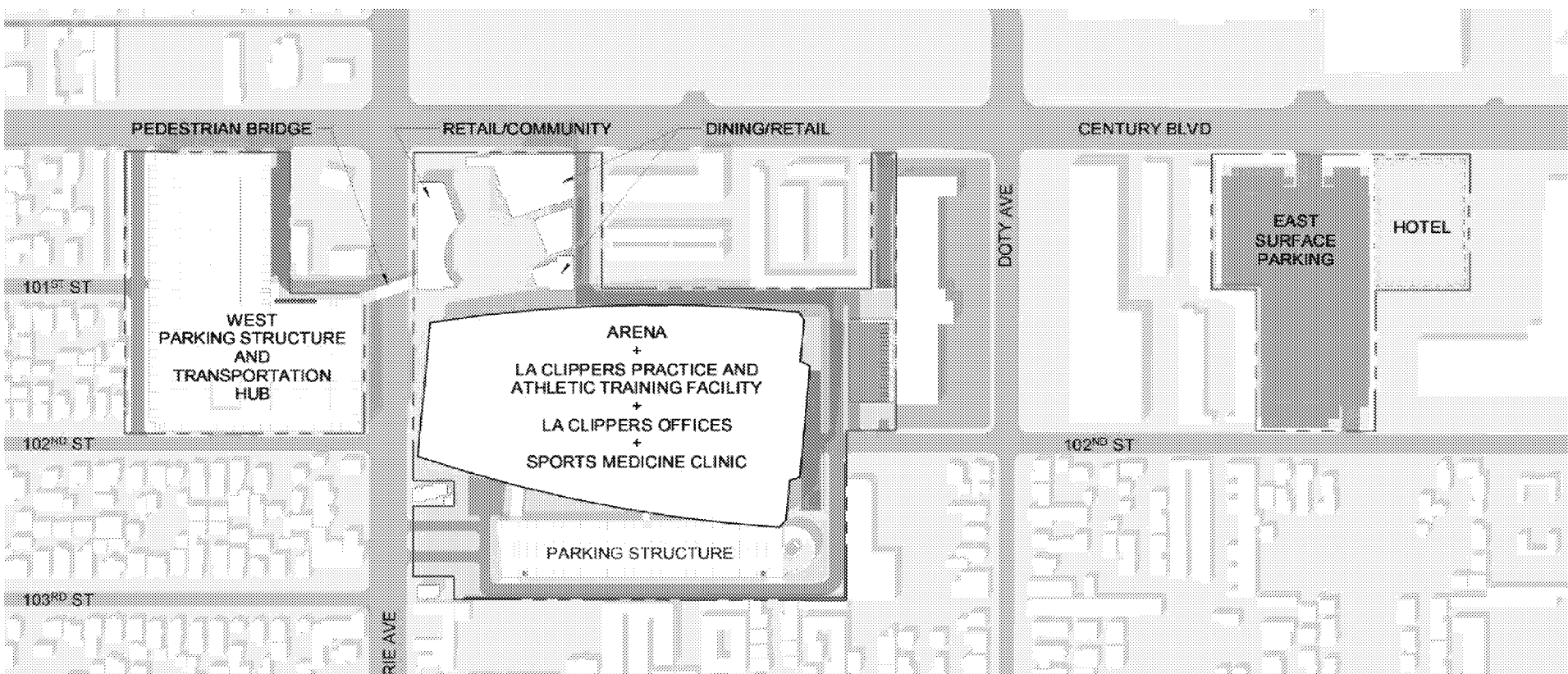
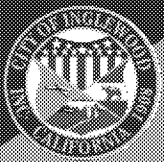




# Inglewood Basketball & Entertainment Center: Project Site



# Inglewood Basketball & Entertainment Center: Project Components



## Proposed Components:

- Arena: 18,000 to 18,500 capacity
- Practice and Athletic, Training Facility: 48,000 sf
- Team Offices: 71,000 sf
- Sports Medicine Clinic: 25,000 sf
- Retail/Food & Drink: 48,000 sf
- Hotel
- Parking
- Plazas and Open Space: 80,000 sf
- City Well
- Pedestrian Bridge(s)



# Inglewood Basketball & Entertainment Center: Study Area





## **NOP Comments**

- Formal scoping meeting is necessary
- Show Project trip generation
- Show Project trip distribution/trip assignment
- Analyze operation of freeway segments and ramps in the project vicinity
  - NB/SB I-405 on/off ramps to/from Century Blvd
  - EB/WB I-105 on/off ramps at Crenshaw Blvd
  - EB/WB I-105 on/off ramps at Prairie Ave
  - EB/WB I-105 on/off ramps at Hawthorne Blvd
- Analyze transportation impacts using VMT
- Incorporate multi-modal and complete streets elements that promote alternatives to auto travel and pedestrian safety measures
- Evaluate potential for TDM and ITS strategies as mitigation
- Identify costs for transit and active transportation improvements
- Identify and mitigate safety issues and project effects on all road users and modes
- Encourage lead agency to seek a fair-share contribution for the Project
- Provide information on City's impact fee program or, if none, Caltrans requests to jointly explore establishing a local VMT-based transportation impact fee



## Thresholds – Freeway Facilities

- Impacts to off-ramps are considered significant if (a) the traffic generated by the project causes or worsens an off-ramp queue that exceeds 85% of the off-ramp storage capacity or (b) when an auxiliary lane is present, there is a significant impact when the queue exceeds the lesser of one-half the length of the auxiliary lane or 1,000 feet.
- Impacts to on-ramps are considered significant if the traffic generated by the project causes or worsens an on-ramp queue that exceeds the ramp storage capacity
- If a freeway on-ramp entry or off-ramp terminus is blocked due to queueing or spillover at a surface street driveway or at an intersection
- If the IBEC traffic conditions cause the freeway mainline segment level of service (LOS) to deteriorate to below LOS F. If a freeway segment is already at LOS F, then an increase in the demand/capacity ratio of greater than 1% determined by comparing the baseline plus project or cumulative plus Project conditions to the baseline without Project or the cumulative without Project conditions would result in a significant impact



## Thresholds – VMT (Regional) Impacts

- For Office Component, use California Governor's Office of Planning and Research (OPR) guidance: A proposed project exceeding a level of 15 percent below existing regional daily VMT per employee would indicate a significant transportation impact
- For Retail Component, use OPR guidance: A net increase in total daily VMT would indicate a significant transportation impact. By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development (less than 50,000 square feet) tends to shorten trips and reduce VMT and such development is presumed to create a less-than-significant transportation impact
- For Event Component: No guidance OPR. Team to discuss conservative approach

# Inglewood Basketball & Entertainment Center: Timeline



	2018	2019	2020	2021	2022	2023	2024
Outreach & Coordination	[Shaded bar spanning from start of 2018 to end of 2023]						
Notice of Preparation	[Shaded bar in early 2018]						
Draft Environmental Impact Report (EIR)	[Shaded bar spanning from early 2018 to mid-2019]						
Final Environmental Impact Report (EIR)		[Shaded bar in mid-2019]					
City Approval Hearing Process		[Shaded bar in mid-2019]					
Construction				[Shaded bar spanning from early 2021 to end of 2023]			
Project Anticipated to be Operational							[Shaded bar in early 2024]



# Connecting People, Places, and the Future

